



THE TROLLEY PARK NEWS



Summer 1982

Oregon Electric Railway Historical Society Bulletin

Vol. 23, No. 2



Vintage carnage at the Trolley Park? No, it's just a set-up for photographers as Oporto trolley No. 189, piloted by Bill Hayes, seems to have crashed into the 1922 Hupmobile belonging to Jim Leahy. This horrendous wreck was part of the annual Historical Automobile Club of Oregon (HACO) picnic held at Glenwood May 23rd. Note the new car barn extension in the background (Thompson photo).

SUMMER HIATUS

By Richard Thompson

There really is still a Trolley Park. Admittedly, things have been running on "auto pilot" this season, but the fact is, this has been one of the busiest summers on record. Things are really skipping at Glenwood, where there are now 22 vehicles on the site! In spite of an unfortunate communication breakdown, the situation is in control and we hope to improve things greatly during the next few weekends with your help.

The "summer hiatus" was precipitated by vacation and job pressures upon two key officers, namely Chuck Hayden and Dick Thompson. Your secretary's free time has been limited this year by changes at work (Georgia-Pacific is moving their corporate headquarters to Atlanta, Georgia) and various home improvement projects. At the same time, Chuck Hayden was conducting a six-week tour of the

British Isles (please see his report elsewhere in this bulletin) and came home to take on a remodeling task of his own.

We both urgently request your volunteer help in order to get things running smoothly again. Mr. Hayden has indicated his willingness to schedule mid-season training sessions for those who could not make the nearly rained out April classes. So, if you can volunteer time on the platform at any time during the remainder of the season, please let Chuck hear from you.

In the meantime, your secretary begs for contributions to *The Trolley Park News*. In fact, several positions on the newsletter committee are now open, so give me a call if you would like to be a "correspondent." We need almost ANYTHING pertaining to the Trolley Park, the OERHS, local traction history, or current traction/light rail operations in the Northwest. And, contributions needn't be "serious," we're glad to print humorous accounts of operations on the Glenwood Electric, etc. Just one article for the bulletin, or one volunteer session at the Trolley Park, would be of tremendous help.

Here are the telephone numbers to call:

-FOR PLATFORM VOLUNTEERS: 285-6904

-FOR BULLETIN CONTRIBUTIONS: 285-7936

Thanks are due Bill Hayes, Al Nelson, and Dick Thompson, for keeping things on schedule while Chuck Hayden was exploring Europe. 🚃

The Trolley Park News is published monthly by the OERHS and is available through membership in the Society. Send requests for information, or items for publication, to the Corresponding Secretary, Richard Thompson, 1836 N. Emerson, Portland, OR 97217.

WORK AT THE PARK

By Paul Class

Overhead Line: While Al Nelson was off on a well-deserved fishing vacation last May he had some unexpected help. Mike Parker came out during the middle of the week and began treating ex-Oregon Electric wooden cross arms rescued from poles where the OE is no longer using telephone wire. Mike obtained a donation of GTE wire deadends and strung signal circuits. Mike's experience as a telephone lineman helped a lot!

Over on the mainline the electric frog was removed by Tom Mendenhall and I. We took the slack out at the same time, raising the wire 18". It looks great and cars with trolley wheels no longer come off the wire. Power for the East Shop tracks will be via a bus bar connection and the pole will have to be set over by hand when going into the shop.

Track: The best show in town last spring was the testing of the new Thermite welding process (made possible by a \$500 grant from ARCO last year) on the main line. Pauses were made at each preparatory step for photos, and then "ignition." What a roar and belch of smoke and fire! The assembled were awed (and humbled, for the test was a bust). We suspect that all the material that ran out of the mold was supposed to stay and settle into the bottom to become steel. A letter was sent to ARCO asking advice and another attempt will be made shortly. In August a new stub switch with frog was installed leading from the yard to the new small carbarn.

Cars: The King City Vagabonds fell in love with the little Oporto 4-wheelers when they camped at the Park

in May. They asked if they could assist with restoration, and I returned at 4:00 p.m. that Friday to find No. 189 primed and partly painted to the belt rail. The lower body painting was finished by noon and they also helped overhaul the controllers!

Although the handbrakes were soon adjusted and the airbrakes found to be fine, a few bugs remain in the electric braking system so it has been disconnected.

No. 189 has been in regular operation at the Park all summer under a loan arrangement worked out with Bill Naito. The last Portuguese tram, No. 181, arrived in mid-July and was featured on the KOIN-TV news on the 19th.

Open car No. 1187 now sports conductor's bells donated by member Al Haij and put in by Tom Mendenhall. Controls and lubrication were done in May, and new brake shoes cast by Western Foundry installed. The brakes need some adjustment and the contactors beneath the floor could use servicing,

but the car has worked well in regular service this year. Patterns are urgently needed for brake shoes on the other cars if we are to keep replacement costs down.

New arrival Fresno Birney No. 74 was offered as is, FOB the Old Spaghetti Factory parking lot in Fresno California. It is just a body, but was readily accepted since the board has long felt that our collection could use a Birney car. Tom Mendenhall drove down and picked up the car in Fresno, bringing it back to Glenwood on June 18th. Birney No. 74 was one of ten Birneys built for Fresno by the St. Louis Car Company in 1920. Fresno eventually had a fleet of 15 Birneys, with the others coming secondhand from other Southern Pacific Railroad properties. The distinctive "Platypus nose" on No. 74 was typical of the system, whose




A new arrival at the Trolley Park is ex-Fresno Traction Company 1920 vintage Birney No. 74, which was placed in the carbarn soon after arrival on June 18th. The light green colored single-trucker from California is a body only, but is still a rare find these days. (Richard Thompson photo).

managers found an extended anti-climber cut down on repair costs in collisions. The front posts on a Birney were apparently quite vulnerable otherwise. Car 74 was retired in 1939.

The third new arrival at Glenwood this summer was Blackpool Corporation No. 731, a.k.a. the "Blackpool Belle". I flew back to New York to meet Tom Mendenhall at the docks in Elizabeth, New Jersey on June 6th. We had to remove the "wheelhouses" atop No. 731 prior to hauling because the over 16' height would not clear overpasses and bridges on the way home. As it was we had to contend with a 13' 11" height after modification!

Problems with permits and local laws dictated a trip via the Southern States, including Kentucky, Tennessee, and Arkansas. But, we finally made it back on the afternoon of June 13th, "bugged" the 731 and moved her off the trailer under her own power. For those who don't know, the Blackpool Belle was a tour tram from the English resort town of Blackpool. The riverboat theme was built over a stripped-down open car chassis in the 1950s, and was a popular addition to Blackpool's colorful fleet in the years since.

Proposed use of this unusual trolley at Glenwood would be in the same vein. The upper deck might be made more functional by being raised 24", installing bench seats and electric spotlights. All cabin windows would be replaced with arched sash. New metal would replace damaged sections (No. 731 is owned by Paul, not the OERHS -Editor). 

MEETING REPORTS

By Richard Thompson

February:

Carbarn Extended

It was reported that the extension of the north carbarn bay (where car No. 1304 is normally kept) had been completed except for painting. Al Nelson explained that slack in the overhead where the "dog leg" in the track had been straightened needed taking up. Training sessions were approved for each weekend in

April (one month sooner than usual). Greg Bonn indicated an \$80 profit from sale of the first Trolley Park T-shirts. Motions passed were: early training scheduled, approval of a fund-raiser for restoring No. 4012 for a special 50th anniversary display (the car went into service on the Broadway line in 1932), \$600 budgeted for trucks and another motor from Australia for Council Crest car No. 503, \$1000 expenditure approved for replacement of rotting support posts in the old barn, loaning the 1895 street scene mural to the G-P Historical Museum for another month, and approving a \$500 budget for the Museum Gift Shop.

March: A special meeting convened at the G-P Museum so members could take one last look at the streetcar exhibit there. In his discussion of operations Chuck Hayden said rolling stock might be inadequate this year since No. 4012 was out of service with electrical problems and No. 1187 needed new brake shoes. A Portuguese tram was suggested as a way to fill this need, but Chuck expressed doubts about suitability for beginners due to tricky controllers. (BC No. 1304 and PCC car No. 1159 are also not suited to beginning operators). The only motion passed established a purchase order system requiring approval of all expenditures over \$20.

April: Chuck Hayden read George Combs' resignation from the board, which was accepted with regret. A unanimous vote of thanks for Combs' years of service was passed. In response to one of the concerns brought up in George's letter, the board passed a motion establishing a committee to look into the matter of insurance at the Park, and to ask George for a professional evaluation (he is in the insurance business). Paul Class reported that the new carbarn was complete but for siding. Al Nelson said that the slack overhead on the main line had been tightened. Chuck Hayden warned that turnout for April training had been light and that resulting volunteer sign-up might be short, requiring reversion to a 2-3 person operation instead of the five or more we have come to expect these last two seasons (meaning fewer barn or shop tours). Other motions passed included: an immediate \$100 seed money for the gift shop, established a policy whereby donations made for a specific project would be reserved for that project only (not put into the general fund).



Metro Transit trolley bus No. 604 climbing Queen Anne Hill in Seattle (OERHS photograph).

May:

Trolley Coach Donation Mix-up

A Seattle Metro trolley coach intended for our museum was accidentally sent to the Orange Empire Museum in Perris, California instead. We received a trolley coach which Museum Director Paul Class feels is of lesser value. OERM officers have contacted the OERHS requesting a trading of official titles to these vehicles, however Paul Class explained that, in light of \$18,000 worth of required restoration on the trolley bus that came to us, any such title switch should involve extra reimbursement. This would not need to involve cash payment but could be in the form of spare parts. Chuck Hayden moved that the matter be tabled until Treasurer Larry Griffith can travel to Seattle to check on the situation with Metro officials. The mixed up electric coaches are No. 633 (now in California) and No. 604 (at Glenwood). Problems with No. 604 will not allow operation without extensive restoration.

Al Nelson reported that block signals are now in operation. He felt that their worn relays may soon need replacing, but said that we have the needed parts on hand.

Government Provides Track-laying Crew

There will be a Comprehensive Employment and Training Act (CETA) crew again this summer,

although under reduced circumstances. The OERHS will need to supply tools and pay mileage. The CETA grant awarded this year will be \$14,000. It is scheduled for further improvements to the main line, including the laying of a third rail for dual gauge operation, and adding more rail in the carbarn. A ten-person crew will work four days a week for ten weeks.

A motion was passed increasing allocations for carbarn projects to \$2,500, subject to the availability of funds. Treasurer Griffith announced a \$6000 contribution from Bill Naito for construction of a new barn, saying that this was the largest grant we had ever received from a private business.

Final discussion focused upon Trolley Park operation during July and August, when Superintendent Hayden will be out of the country. A committee consisting of Al Nelson, Bill Hayes and Dick Thompson was formed to handle volunteer sign-up during this period. Greg Bonn reported that the Gift Shop is being cleaned and new T-shirts designed. Children's sizes may be added this year if demand warrants.

June-July: At the combined June-July board meeting an agreement was reached between Crown Zellerbach Corp., the OERHS, and the local chapter of the National Railway Historical Society, providing for the preservation of surplus electric locomotives from the CZ mill in Camas, WA. President Charles Hayden had been in contact with CZ and the NRHS prior to leaving for Europe. A motion was passed whereby the Society will provide storage space for four electric locomotives in exchange for the NRHS arranging transportation to Glenwood. The NRHS wants three of them, and we will keep one. Preliminary details were worked out with guests Terry Parker and Gary Oslund from the local NRHS chapter. The industrial locomotive we would retain is a 1930 vintage G.E. weighing approximately ten tons and running on 250 volts d.c. Gauge is very narrow. The NRHS hopes to eventually display their three in a local transportation museum. In other business, a motion was passed setting up a separate account for the gift shop and requiring that a record book be kept of all sales, so that gift shop revenues will not get mixed up with ticket sales.

Insurance was brought up again, and a motion passed asking former board member George Combs to try to put together an adequate policy with a \$500,000 umbrella and a premium not exceeding \$2,500. A final motion placed a limit on further spending this year unless already approved in the 1982 budget.

The last order of business was a frank discussion of the problems that have faced the Society this season, including poor training turnout, slow volunteer sign-up, prolonged absence of the superintendent, the lack of regular newsletters, difficulty in keeping financial records straight, and controlling spending at the Park. Personal comments were kept "off the record" at the request of Chairman Donald MacDonald. Irregular communications in regard to weekend operation and restoration work became too great a problem for Vice-President Al Nelson, who indicated his desire to resign from the board. But Al said he would continue as Asst. Superintendent until after Chuck Hayden returns in mid-August. As with the April resignation of George Combs (who was at this meeting), the board expressed regret at Al's decision. 🚃

Administration Administrator Arthur Teele, Jr. Although the occasion was dampened by typical Oregon winter weather, things were cheered up a bit by the arrival of one of Bill Naito's Portuguese streetcars from the Trolley Park. At least, this was an encouraging sign for the handful of uniformed OERHS members who had been invited to lend a little historical perspective.

The following contracts have now been awarded for the Banfield Project. The first local contract went to McCormick and Baxter Creosoting of Portland, who will supply Tri-Met with some 80,000 ties for the main line, as well as another 3,000 for the yard at Ruby Junction. The maintenance facility itself will be built for \$7.8 million by Marion Construction Company of Salem. A \$3 million contract has been given British Steel Corporation to supply 6,500 tons of rail for the Gresham to Lloyd Center portion of the Banfield Line. A related contract of \$1,059,200 went to Colorado Fuel Iron and Steel Corporation for spikes, plates, and anchors. Overhead wire will be supplied by Anaconda-Ericsson of Indianapolis.

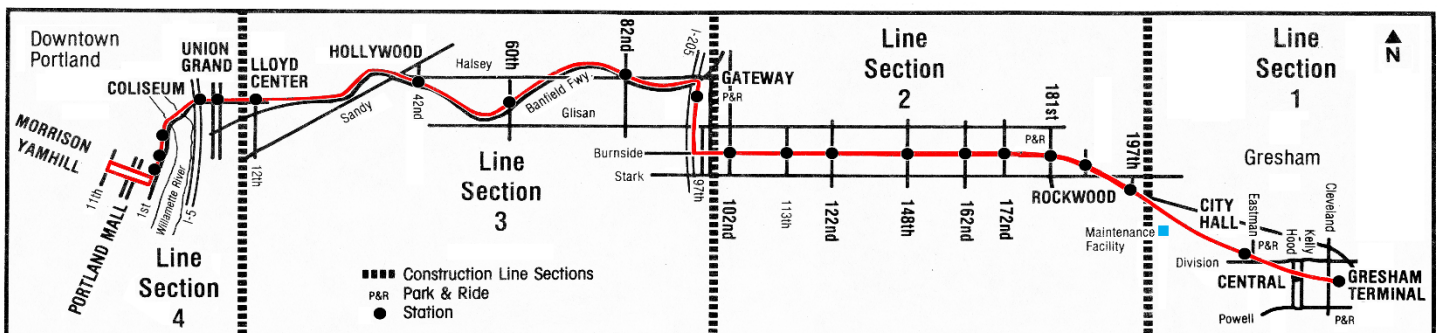
The Oregon Department of Transportation will begin reconstruction and widening of the Banfield Freeway (I-84) in August. Cost savings will be realized by combining freeway work and light rail construction. ODOT will prepare the bed for the light rail tracks at the same time as freeway work. Then, once the freeway is near completion (in 1984), the tracks will be laid.

Tri-Met will introduce the nation's first self-service fare collection system aboard its buses in September. The demonstration project was spurred in part by the building of the light rail line, since it was clear that a

PORTLAND LIGHT RAIL

By Richard Thompson

After seven years of planning, construction of the Banfield Light Rail Project got officially under way March 26, 1982 with a groundbreaking ceremony at the Ruby Junction maintenance building site in Gresham. On hand for the historic event were U.S. Senator from Oregon Mark Hatfield, Oregon Governor Vic Atiyeh, and Urban Mass Transportation



Most of the information in the above article, and the Banfield Light Rail map, is from Tri-Met's "Light Rail's Movin'!" newsletter.

new way to pay was needed in order to make longer transit vehicles work more efficiently. By the time light rail cars roll in Portland (in about three years) riders should be well-acquainted with the fare collection system. 🚊



Former Melbourne tram No. 605 passes the Seattle Aquarium on the double track near the Seattle Waterfront Streetcar line's midpoint (Market Street Railway photograph).

CURRENT TRACTION NEWS

By Richard Thompson

Waterfront Streetcar Begins

Seattle's Waterfront Streetcar tourist line along Alaskan Way inaugurated service on May 29th, with regular service beginning on June 6th. The Waterfront Streetcar

utilizes five ex-Melbourne trams reconditioned at Glenwood by Paul Class. The 1927 vintage cars are the first trolleys to run over Seattle's streets in 41 years! Two streetcars will operate daily on a 15-minute headway. The line runs from the car barn near Broad Street to S. Main in the Pioneer Square area. The operation was made possible through a local improvement district measure, and passes and transfers from Seattle Metro are accepted.

Extensions planned for Edmonton

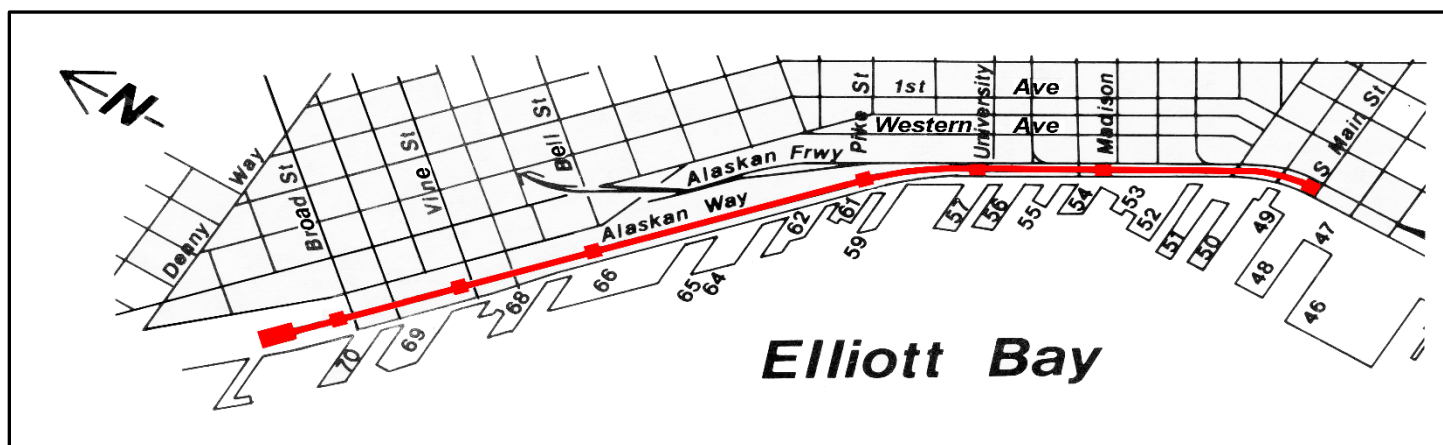
The city that built North America's first new streetcar system in over 25 years is considering a new line extending south across the North Saskatchewan River. Edmonton, Alberta's 4 1/2 mile light rail system has been in operation since 1978. It is served by 17 Siemens-DuWag articulated cars. As most OERHS members are aware, construction of the Edmonton line was supervised by our board chairman Donald MacDonald.

Changes in San Francisco

Retirement of PCC's from the surface of Market Street is planned for September 21st. One day later, Muni will shut down the cable car system for a two-year \$59 million overhaul. Track work and conduit will be rebuilt and a new car barn and powerhouse will be built within the shell of the existing Washington-Mason structure. Hurry if you want a ride!

Rails to the South

A light rail line has been recommended for the Guadalupe Corridor extending from south San Jose, California to the fast-growing "Silicon Valley" area.



Seattle's new Waterfront Streetcar links Pike's Place Market with the Pioneer Square area.



This is not a train of commuters in Siberia. These three two-car Mount Scott line trains have stalled in a snow storm on their way back to the Sellwood Carbarn. The picture was taken somewhere along Thirteenth Avenue around 1913. (photo courtesy Charles Hayden).

I REMEMBER THE SELLWOOD LINE

By Bill Hayes

The Sellwood line was unique in many ways; it outlasted the other standard gauge city lines, it was the only line with its barn as an outer terminal, and often no two cars were of the same type on the line, which must have been a bit confusing to passengers. The equipment was a mixture of old interurbans and suburbans, "yellow jackets" and pay-as-you-enter cars, all operating at the same time on the one line. Some had cross seats and some had longitudinal. In the latter years the cars were even painted different colors. Patrons of the other Sellwood Division lines at least knew what the car they awaited would look like when it arrived! Sellwood was the only city line to have been an interurban line first (1893-1903), to serve a mausoleum with a spur track (for funeral car No. 1500), and to figure in a murder mystery (the Wanas Case of Dec. 31, 1908).

The Sellwood District in its heyday was populated mainly by millworkers and their families and by streetcar men the Sellwood Barn complex (built in 1909) being the hub of activity. The carbarn remains today, with all of its buildings intact and in some sort of alternative use. The only unit missing is the old Golf Junction Station, but at least the nine-foot sign from its roof survives – in our basement. It is easy to wander about the barn site and put it all back the way it used to be, as one reminisces as trolley buffs are want to do.

So, the Sellwood line served working class neighborhoods in the main, although there was a stub line to Eastmoreland, a district of better middle-income homes established in 1912 by the Ladd Estate Company. Sellwood riders benefitted from the large number of trippers and regular trains of the Mt. Scott, Hawthorne, Richmond, and Woodstock lines, which traversed the entire length of the Sellwood line when going to, or coming from, the barn. These cars would usually pick up and discharge passengers en route.

Today, there is very little physical change along the Sellwood line. True, the old neighborhood stores, grocery, drug, hardware, and ice cream parlor, are now antique and memorabilia purveyors. Nostalgia, one of America's biggest industries, has turned "Old Sellwood" into "Collector's Row." But, the homes look very much as they did many years ago, when the only sound that broke the stillness of the night was the hourly passing of a Sellwood owl car, with its cargo of sleepy-looking night people coming or going. It has been 42 years since the last Sellwood car made its final run, yet this interesting and important streetcar line is still fondly remembered by those of us who rode it.

Editor's Notes: The nickname "yellow jackets" refers to the 1001-15 class standard gauge Sellwood cars built by American Car Co. in 1907. The term was apparently coined by Sellwood Division carmen in response to the yellow and red OWP paint scheme these cars arrived in. Bill remembers Sellwood crews still using this designation in the 1920s. As he points out, the Sellwood line began as the first leg of the famous Oregon City interurban. The line opened as far as the popular City View Park horse track in June of 1892. It remained an interurban until the completion of the new river route to Golf Junction took the big cars off Sellwood streets in August, 1904. As a city line, the Sellwood run remained basically unchanged until conversion to trolley coach in 1940 (and then to gasoline buses in 1952). It seems likely that a tripper would have been run to Sellwood, or perhaps to Milwaukie (site of the original OWP car barn and shop) in the years prior to 1904, but we have no evidence, photographic or otherwise, of this. Nor have we seen a separate "Sellwood" dash sign until sometime between 1911 and 1915. 🚃

TROLLEY FOLLY

By A. Nonny Moose

In a humorous vein, we give you this alternative point of view about streetcars.

Why, after all these years, do we remember the streetcar with such fondness and mourn its passing as we would a long-lost



Sellwood line car No. 1012, a type once referred to as a "Yellow Jacket," pauses next to the sub-station at the end of the line on S.E. Thirteenth Ave. and Ochoco Street in the late 1930s. The color scheme is light green with cream trim. (Thompson Collection).

friend? Why do we feel it was the ideal mode of public transportation, and that if we had it back today all our people-moving and energy problems would be solved? Not me, brother! I remember the trolley as a slow, noisy, dirty, smelly, uncomfortable, overcrowded, street-hogging, vehicle operated by underpaid immigrants who were surly, unintelligible, and seldom on time. The traction company gave the public as little service for as much money as they could get away with, and judging from the worthless stock they sold, and the ancient vehicles they operated, they got away with plenty.

Today, we say, "Isn't it wonderful? Some of those fine old cars operated for nearly half a century. They don't build things like that today." Well, that's something to be thankful for! One of the things that killed the streetcar in Portland was the use of those 50-year-old arks. Old timers will tell you that a streetcar would stop for you in the middle of the block, or wait for you while you came running. That may have happened a few times, but more often than not they passed you up at the regular stop, or pretended not to see you as you pursued them.

In the winter trolleys were cold and drafty or hot and steamy, and in summer they were dusty and windy, with all the windows open. Usually, they had one or more flat wheels to enhance your ride. The longitudinal seats were hard and gave you no choice

but to stare at the people across the aisle, provided the strap-hangers weren't standing on your feet during rush hour.

Conductors went to a company school to learn to call the streets in Swahili, or to learn the fine points of taking you by your stop altogether. And let us not forget the safety of these fine trolleys with no windshield wipers, headlights that had a range of about ten feet, and that caught fire on a pretty regular schedule, offering patrons an opportunity to hone their ability to dive through closed windows.

The whole populace should have turned out for a weenie roast when these monstrosities were burned at the Center Street shops. Good riddance! Give me a good, clean, and pollution-free bus anytime (cough, strangle). Oh yes, I'll see you at the Glenwood one of these weekends. I can hardly wait. 🚃



Blackpool Corporation tram No. 49, sister to our own No. 48, in a postcard view sent by Chuck Hayden during his visit to the tramway museum in Crich, U.K.

PRESIDENT'S MESSAGE

By Charles Hayden

Ever wonder how come the big museums have grown to such major proportions over the years, adding car after car to their collections

and sporting beautiful restorations and neat track work that gladdens the heart of all visitors and members alike?


We just returned from five weeks in Europe and so had another chance to sort of stand to the side and ponder some of these world-shaking questions. In the course of our travels we visited the British Tramway Society's excellent property at Crich in Derbyshire, where about forty cars, mainly from Merry Olde England, have found a loving home. Superb restorations and an interesting layout characterize the operation at Crich. We had the privilege of operating the sister to our own No. 48, double-deck Blackpool Standard Tram No. 49, splendid in its green and cream-striped finery. Members were abundant everywhere, performing various tasks, and this was on a weekday. It seems that they spend entire vacations attending to the needs of their society; having to be on a waiting list for the positions of motorman and conductor. We found this to be the case also on our recent visits to the Branford and Seashore museums.

The museum manager at Crich told us that their revenue comes almost entirely from entrance fees paid by visitors. Indeed, while we were there, several busloads of tourists arrived. The place has become a national attraction in a relatively few short years, being the only operating tram museum in the British Isles. And the view from the car windows is quite spectacular, overlooking a beautiful valley as you climb from the little village of Crich through an old quarry, and on up to the temporary end of track.

Several beautifully restored streetcars were on display at the next museum which we visited in the capitol. London Transport has an even more recent exhibit in their new Museum of Transport at Covent Garden. Although strictly stationery, they have installed several "hands on" exhibits for the visitor, such as an operating cab from an underground rapid transit car. Visitors may sit at the controls and put the car through its paces. Air brakes hiss and control switches (which are mounted out in front of the car so you can see them clicking in and out) perform when the controller is notched up. There is also an interlocking tower control where you can set up the

route of a train. Buttons actuate full-size track switch mockups that move pneumatically!

Speaking of underground rapid transit, while on the Continent we were invited into the cab of a Paris Metro train. The driver had very little to do; warning whistle sounds before the doors close, and the train accelerates and brakes by itself. It seems that most of the Paris RATP lines are automated. We also rode an RER interurban from Paris to St. Germaine en Laye, at a very rapid rate, and rode streetcars in Brussels and Amsterdam. PCC's are still running in Brussels, while they hurry to complete a new Metro.


Getting back to museums, the ARM convention is at Baltimore this year, with side trips to Washington and Philadelphia to see pertinent traction operations. We would love to go and compare notes with other museum people to find out how they accomplish so much. As usual, it comes from a dedicated few. But, what is important is that almost any member can perform as a volunteer at the controls, serving visitors on weekends. Your Society needs you in this important activity. It creates revenue to pay for improvements, and it's fun. Arrange to be trained, then sign up on the volunteer calendar! 

REVIEWS

By Richard Thompson

The Trolley Park was featured in the April 27, 1982 *Oregonian*, in a well-illustrated article about the restoration work Paul Class is doing for Bill Naito's planned Oldtown-Downtown trolley line. The story took up almost the entire first page of the newspaper's second section. The article included photographs of the new small car barn now under construction, as well as interior and exterior views of some of the Portuguese trams at the Park.

Portuguese streetcars were also the focus of a brief segment about the Trolley Park that appeared on the KOIN-TV Channel 6 *Evening News* on July 19th. Newly arrived tram No. 181 (the last of six) was shown going around the forest loop. Such media attention is of great public relations value for the Park and usually helps boost ticket sales.

A 26-minute documentary produced by former Spokane Washington Historic Preservation Officer Claire Bishop, focuses upon the history of that city's electric railway system, which operated from 1905 to 1931, and upon the architecture and current rehabilitation (as housing) of the Spokane and Inland Empire Electric Railway substation near Liberty Park in the southeastern part of the city. The new film features old photographs and interviews with area residents about the history of the railway and the architecture of the 1908 brick substation. 

← THE ANNUAL SUMMER MEETING & PICNIC →

of the

OREGON ELECTRIC RAILWAY HISTORICAL SOCIETY

SATURDAY, SEPTEMBER 18TH

THE TROLLEY PARK, GLENWOOD, OREGON

POTLUCK PICNIC WILL BEGIN AT 5:00 P.M.

◆ SHORT BUSINESS MEETING ◆ EQUIPMENT INSPECTION & TOUR ◆ SLIDE SHOW ◆ RIDES!

Come see all the new streetcars and meet our many new OERHS members!!!